

**CLAIM SET AS AMENDED**

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1. (CURRENTLY AMENDED) A V-belt transmission comprising:  
a crankshaft having a drive end, wherein the crankshaft includes a plurality of molded crank pins formed integrally with the crankshaft;  
a V-belt arranged between a fixed pulley half fixed to an end portion of the crankshaft and an axially movable pulley half supported on the crankshaft in a position laterally opposite to the fixed pulley half; and  
a bolt securing said fixed pulley half to the end portion of the crankshaft, said bolt threadingly engaged with a female screw portion formed within an interior portion of the end portion of the crankshaft, wherein an open edge of the end portion of the crankshaft with the female screw portion formed has a chamfered, tapered edge.

2. (ORIGINAL) The V-belt transmission according to claim 1, further comprising:  
a plurality of cooling fins provided on the fixed pulley half; and  
an outside air inlet port arranged laterally opposite said plurality of cooling fins.

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3. (ORIGINAL) The V-belt transmission according to claim 1, wherein the female screw portion is arranged in a position axially inward of the drive end of the crankshaft and the fixed pulley half.

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4. (PREVIOUSLY AMENDED) The V-belt transmission according to claim 2, wherein the female screw portion is arranged in a position axially inward of the drive end of the crankshaft and the fixed pulley half.

5. (CANCELED)

6. (CANCELED)

7. (ORIGINAL) The V-belt transmission according to claim 2, further comprising:

a short sleeve;

a ramp plate; and

a long sleeve, wherein the short sleeve abuttingly engages the drive end of the crankshaft and the long sleeve and the short sleeve sandwich the ramp plate therebetween.

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8. (CURRENTLY AMENDED) A V-belt transmission comprising:  
a crankshaft having a drive end, wherein the crankshaft includes a plurality of molded crank pins formed integrally with the crankshaft;

a rear wheel drive section;

a driving pulley operatively connected to said crankshaft;

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and a driven pulley operatively connected to the rear wheel drive section of said transmission;

a V-belt arranged between said driving pulley and said driven pulley, wherein said driving pulley includes a fixed pulley half fixed to an end portion of the crankshaft and an axially movable pulley half supported on the crankshaft in a position laterally opposite to the fixed pulley half; and

a bolt securing said fixed pulley half to the end portion of the crankshaft, said bolt threadingly engaged with a bolt hole formed within an interior portion of the end portion of the crankshaft, wherein an open edge of the end portion of the crankshaft has a chamfered, tapered edge.

9. (ORIGINAL) The V-belt transmission according to claim 8, wherein a driving force is transmitted from said driving pulley to said driven pulley.

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10. (ORIGINAL) The V-belt transmission according to claim 9, wherein the driving force is transmitted from said driven shaft to an axle via a counter shaft and a plurality of transmission gears.

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11. (ORIGINAL) The V-belt transmission according to claim 8, wherein the driven pulley is supported on the driven shaft through a centrifugal clutch.

12. (ORIGINAL) The V-belt transmission according to claim 11, further comprising a transmission chamber formed in a rear portion of the transmission.

13. (CURRENTLY AMENDED) A V-belt transmission comprising:  
a crankshaft having a drive end, wherein the crankshaft includes a plurality of molded crank pins formed integrally with the crankshaft;

a rear wheel drive section;

a driving pulley operatively connected to said crankshaft;

and a driven pulley operatively connected to the rear wheel drive section of said transmission;

a V-belt arranged between said driving pulley and said driven pulley, wherein said driving pulley includes a fixed pulley half fixed to an end portion

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of the crankshaft and an axially movable pulley half supported on the crankshaft in a position laterally opposite to the fixed pulley half; and

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a bolt securing said fixed pulley half to the end portion of the crankshaft, said bolt threadingly engaged with a bolt hole formed within an interior portion of the end portion of the crankshaft, wherein the bolt hole is formed in an end face of a left shaft portion of the crankshaft, the bolt hole having

a depth of about half of a length of the left shaft portion; and

a left unthreaded portion, a central female thread portion, and a right unthreaded portion, wherein an open edge of an end portion of the crankshaft with the female thread portion has a chamfered, tapered edge.

14. (CANCELED)

15. (CURRENTLY AMENDED)      The V-belt transmission according to claim 14 15, wherein the central female thread portion is sandwiched between the left unthreaded portion and the right unthreaded portion, and a plurality of male threads from the bolt securingly engage the central female thread portion.

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16. (ORIGINAL) The V-belt transmission according to claim 8, further comprising:

a plurality of cooling fins provided on the fixed pulley half; and

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an outside air inlet port arranged laterally opposite said plurality of cooling fins.

17. (CANCELED)

18. (CANCELED)

19. (ORIGINAL) The V-belt transmission according to claim 8, further comprising:

a short sleeve;

a ramp plate; and

a long sleeve, wherein the short sleeve abuttingly engages the drive end of the crankshaft and the long sleeve and the short sleeve sandwich the ramp plate therebetween.

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20. (NEW) The V-belt transmission according to claim 1, further comprising a crank weight formed integrally between the crank pins on the crankshaft and without a crankshaft journal.

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21. (NEW) The V-belt transmission according to claim 8, further comprising a crank weight formed integrally between the crank pins on the crankshaft and without a crankshaft journal.

22. (NEW) The V-belt transmission according to claim 13, further comprising a crank weight formed integrally between the crank pins on the crankshaft and without a crankshaft journal.